

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANÇAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co's Steamship
Atsuta, Commandant BONNEFOY, will be despatched for the above ports TO-MORROW (SATURDAY), the 19th instant, at 11 a.m.

G. DE CHAMPEAUX,
Agent.

Hongkong, January 18, 1889. 103

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-MORROW (SATURDAY) at the Range as previously notified.

The Monthly CHALLENGE CUP COMPETITION will take place on SATURDAY, the 26th instant.

A. SHELTON HOOPER,
Hon. Secretary.

Hongkong, January 18, 1889. 105

NOTICE.

SANITARY BOARD.

THE attention of OWNERS of PROPERTY and their AGENTS is directed to Section 74 of Ordinance No. 24 of 1887, which provides that No Person who shall ERECT a DOMESTIC BUILDING shall allow the same or any portion thereof to be occupied until such Building shall have been examined by a duly authorized OFFICER of the SANITARY BOARD and certified by him as having been built in compliance with the provisions of the Public Health Ordinance.

Notice of the Completion of all such Buildings, the Construction of which was commenced after the passing of the Public Health Ordinance, 1887, should be sent to the Undersecretary.

WM. EDWARD DROW,
Acting Secretary.

SANITARY BOARD ROOM,
Government Offices,
Hongkong, 18th January, 1889. 106

STEAMSHIP A.V.A.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Gladstone*, from Antwerp ex S.S. *Provence*, from Havre ex S.S. *Tamie*, and from Bordeaux ex S.S. *Congo*, in connection with the above steamer, are hereby informed that their Goods and Valuable are being landed and stored at their risk at the Company's Godowns at Bowring, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 1 p.m. To-day (Friday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersecretary.

Goods consigned on condition of *Freight*, one cent per packet per day.

All Claims must be sent in to me on or before the 28th instant, or they will not be received.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, January 18, 1889. 104

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ARABIAN ADAB, Brit. steamer, Capt. Ollent.—David Sassoon, Sons & Co.

GERMAN WARDON, Germ. steamer, Capt. Schuckmann.—Melchers & Co.

DAKIN BROS. OF CHINA.

LIMITED.

CHEMISTS.

Dakin's

Carbolic Tooth Powder.

HIGHLY Antiseptic, and most agreeable and efficacious in cleansing and preserving the Teeth and Gums. Its perfume is delicate and pleasing.

Dakin's

Cherry Tooth Paste.

An excellent preservative of the Teeth and Gums and a grateful, refreshing aromatic to the Mouth. It is prepared so as to keep good for any length of time in any climate.

Hongkong, January 16, 1889. 87

SHIPPING.

ARRIVALS.

January 18, 1889:

General Warden, German steamer, 1,820, W. von Schuckmann, Yokohama January 9, Mails and General.—Messagers Maritimes.

Metropolis, British steamer, 1,434, D. Blower, Nagasaki Jan. 13, Coal.—YAMAGUCHI COLLIERY.

Isa, French steamer, 2,076, Bonnefoy, Marseilles December 16, Alexandria 21, Port Said 22, Suez 23, Aden 29, Colombo January 4, Singapore 10, and Saigon 13, Mails and General.—Messagers Maritimes.

Waf, German gunboat, from a cruise.

Almira, British steamer, 1,719, Alex. Hay, Singapore via Hongkong, January 10, General.—JACOBI, MATTHEW & CO.

Bayern, German steamer, 2,877, F. Merz, Gold Leaf, 100 tons, Jan. 16, Mails and General.—JACOBI, MATTHEW & CO.

On demand, ... 3/0

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DEPARTURES.

January 18—

Amoy, for Shanghai.

Amoy, for Hainan and Pakhoi.

Amoy, for Canton.

Amoy, for Yokohama.

Amoy, for Hongkong.

Amoy, for Shanghai.

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MEMOS. FOR TO-MORROW.

Shipping.

11 a.m.—Amoy leaves for Shanghai, &c.

3 p.m.—Amoy leaves for Yama, &c.

Auctions.

2 p.m.—Auction of Sundry Furniture, at Mr. J. M. Armstrong's.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

HAVE JUST RECEIVED

THEIR

ANNUAL SUPPLY

OF

LAWN GRASS SEED,

AND

SWEET CORN.

A. S. Watson & Co., Limited,
HONGKONG DISPENSARY.

January 18th, 1889.

The publication of this issue commenced on 8th p.m.

The China Mail.

HONGKONG, FRIDAY, JANUARY 18, 1889.

The business done at the meeting of Council yesterday was not very extensive.

Several very important announcements, however, were made. The principal one was the intimation that the Consulting Engineer of the Colonial Office had approved of the plans and estimates of the large Park Reclamation Scheme initiated by Mr. Chater.

This result was to be expected. The utility and benefit of the reclamation was generally acknowledged in the Colony, the only difference of opinion being as to how the large profit, estimated by the projectors at \$300,000, should be apportioned. We contended that as the foreshore to be reclaimed was really the property of the Colony this large profit ought not to go entirely into the pockets of the marine landholders. As the terms on which the scheme has been approved have not yet been communicated, it is impossible to say to what extent this contention, which His Excellency admitted was a strong one and would be submitted to the Home authorities, has been upheld by them. The announcement with regard to the opening up for building purposes of the Hill District above Kennedy Road, was discounted a fortnight ago. News filters slowly through track of land into the market will be a great benefit to the Colony, and ought to remedy for some years the great deficiency in the matter of accommodation for European residents which has raised house rents to such an enormous figure that family life is almost impossible to all but the richest members of the community. Even if the project for the removal of the military from the centre of the town is not carried out in the immediate future, the opening up of this district and the extension of the Park ought to relieve the congestion for several years to come. The amendment made in the interpretation proposals is, we think, a decided improvement. It is, as His Excellency says, as essential for an interpreter to have a good knowledge of the English language as to be conversant with the vernacular. As this requirement has not hitherto been paid much attention to, especially as regards the Police Court, we trust the change will make a decided improvement. There are one or two points of detail in the proposals which we think might have been improved, but on the whole the scheme is a great step in the right direction, and the sooner it is put into operation the better. It is in a great measure an experiment, the real character of which can best be seen in the working.

We are unable to discover what object was gained by the Legislative Council taking yesterday, without any explanation of its scope, the first reading of a Bill on the very important subject of the regulation of building—a subject which gave rise to great discussion at the time the Public Health Bill was being pushed through Council. The procedure is a violation, if not of the letter, at least of the spirit of the Standing Orders of the Council, according to which 'A printed copy of every Bill shall if possible be sent to each member by the Clerk at least two clear days before it is read a first time.' His Excellency's reference to the practice of the House of Commons was altogether beside the question. What we have to do with here is the Standing Orders of the Council. But even in the practice of the House of Commons or of any other English legislative body, we think it would be difficult to find a precedent for the procedure adopted yesterday. It is announced that a very important Bill containing 94 clauses is being prepared, and the Council is asked to read this Bill a first time without seeing it, the only explanation with regard to its contents being contained in the following comprehensive statement of the Attorney General: 'It is a Bill to repeal Ordinance 8 of 1856, relating to building, and to make better provision therefor.' His Excellency says the reading of the Bill a first time renders it more likely that immediate attention will be directed to it as soon as it is published. But would not this end have been

gained in a more constitutional manner had it been merely announced that the Bill on this subject mentioned in the orders of the day was not quite ready, but that it would likely be laid on the table next week, when its first reading would be taken? By this means public attention would be directed to the matter, and the members of Council would have had the advantage of hearing from the Attorney General a statement of the objects of the Bill and perhaps a short analysis of the clauses. By the procedure actually adopted the members are thrown on their own resources to wade through the 94 sections as best they can, and no explanation of the provisions will be given until they are called to pass the second reading of the Bill. His Excellency certainly has promised to give this time to study the measure themselves; and this is an improvement on the course adopted some six months ago when regard to certain important measures, which were read a first time without being laid before the Council, and which only appeared in the Gazette one or two days before the second reading was moved—a system of procedure we strongly objected to at the time. But the present course is still far from consistent either with the Standing Orders of the Council or with the practice of Parliament. It is true that the House of Commons may read a Bill a first time without its being printed, but we think it would be difficult for His Excellency to refer to a case in which a Bill was read a first time before a copy of it in some form was on the table of the House or at least before any explanation whatever of its provisions was given. There has been so much trouble about the form of procedure here that we hope the unofficial members will some day soon insist upon a definite understanding being come to as to the course that should be followed.

TELEGRAMS.

(Via Southern Line.)

THE ARAB PERMIT.

London, Jan. 16th.

The Arabs have destroyed the King of Uganda.

The derwishes are advancing against Wady Halla.

[The Kingdom of Uganda is direct South of Wady Halla. It is crossed by the Equator and lies on the North-West corner of Victoria Nyanza.]

(Havas Telegrams.)

FRENCH NEWS.

PARIS, Jan. 16th.

The Revolutionary Candidate in the department of the Seine is M. Boule.

PARIS, Jan. 16th.

M. Méline, the President of the Chamber, on thanking the House for his election, said he hoped for the triumph of parliamentarianism.

LOCAL AND GENERAL.

PASSED SORE CANAL.

OUTWARD BOUND.—Carmarthen, Dec. 14; J. Jones, Bombay, Dec. 23; Braemar, London, Dec. 23; William, Dec. 14; Abigail, January 1; Iphigeneia, Onof, 4; Achilles, Cardigan, Dec. 14; Gleadow, Mendala, Highland, 4; Astoria, Dec. 11.

INWARD BOUND.—Aberdeen, Dec. 21; Euphrates, 22; Larcas, Jan. 1; Paimon, 4; Orrester, Palamed, Nio, 8; Pembroke, 11.

The P. & O. N. E. *Peninsular*, with the English Mail of December 21, left Singapore on Tuesday, the 16th instant, at 5 p.m., and may be expected here on or about the 22nd inst.

The O. S. S. Co.'s steamer *Deception*, from Liverpool, left Singapore on the 16th inst., and may be expected here on or about the 22nd inst.

The Ben Line steamer *Benlary*, with Cardiff coal for the Naval authorities, left Singapore on the 14th inst., and may be expected here on or about the 21st inst.

The E. & A. S. S. Co.'s steamer *Cathartes*, left Port Darwin for this port on 11th inst., and may be expected here on or about the 20th inst.

The Glen Line steamer *Glenroy*, from Glasgow, left Singapore on the 14th inst., and may be expected here on or about the 20th inst.

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Mails.

NORDDREUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 21st day of January,
1889, at 10 a.m., the Company's
Steamship **BAVARIA**, Captain Messrs.
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 1 p.m.
on the 10th January, 1889. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.) Contents and
Value of Packages are required to be
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, December 22, 1888. 2176

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship **GARLIC** will be
despatched for Yokohama, via
Yokohama, on SATURDAY, the 24th inst.,
at 1 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return 350.00
To Liverpool 325.00
To London 320.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 60A, Queen's Road Central.

O. D. HARMAN,
Agent.

Hongkong, January 8, 1889. 43

U. S. MAIL LINE.

**PACIFIC MAIL STEAMSHIP
COMPANY.**

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **OTY**
OF NEW YORK will be despatched
for San Francisco, via Yokohama, on
WEDNESDAY, the 6th inst., at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to En-
gland, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return 350.00
To Liverpool 325.00
To London 320.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until
4 p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 60A, Queen's Road Central.

O. D. HARMAN,
Agent.

Hongkong, January 17, 1889. 100

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 23rd January,
1889, at Noon, the Company's
Steamship **NATAL**, Commandant Such,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
noon. Cargo will be received on board until
4 p.m., Specie and Parcels until 1 p.m. on
the 22nd January, 1889. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.) Contents and
Value of Packages are required to be re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, January 15, 1889. 51

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MALTA, MARSEILLES,
GIBRALTAR, BRINDISI, ANCONA,
VENICE, PLYMOUTH AND
LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

NEPHEU ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
BENGAL, Captain W. BARRATT, with
Her Majesty's Mails, will be despatched
from this Port for LONDON, via BOMBAY
and SUZ CANAL, on WEDNESDAY,
30th January, at Noon.

Cargo will be received on board until
4 p.m. on the day before sailing.

Parcels and Specie (held at the Office
until 4 p.m. on the day before sailing).
Silk and Valuable Goods for Europe will be
transhipped at Colombo; Tea and General
Cargo for London will be conveyed direct
by Bombay without transshipment, arriving one
week later than the ordinary direct route
via Colombo.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Office and Place of Passage are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Book of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, January 17, 1889. 52

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship **BATAVIA**,
Commandant, will be despatched for VANCOU-
VER, B.C., and KOBÉ and YOKOHAMA,
on THURSDAY, the 7th February, at
3 p.m.

To be followed by the S.S. **PARPIA**,
on the 14th inst., and S.S. **ADYSSINIA**,
on the 21st inst.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with San Fran-
cisco and Pacific Coast Points, by the
regular Steamers of the Pacific Coast
Steamship Company and other Steamers.

Through Passage Tickets granted to En-
gland, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return 350.00
To Liverpool 325.00
To London 320.00

To other European ports at proportionate
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and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
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Northern Pacific or Canadian Pacific
Railways.

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O. D. HARMAN,
Agent.

Hongkong, January 17, 1889. 100

Intimations.

THE CHINA REVIEW.
PUBLISHED BI-MONTHLY.
TENTH YEAR.

THIS Review, which was intended to meet
the wants of many students of Chinese
history and literature, has reached its
fourteenth volume. The Review discusses
those topics which are of importance in the
history of the Far East, and about which every intelligent person con-
nected with China or Japan is desirous of
acquiring trustworthy information. It in-
cludes many interesting Notes and original
papers on the Arts, Sciences, Ethnology,
Folklore, Geography, History, Literature,
Mythology, Natural History, Antiquities,
and Social Manners and Customs, etc., etc.,
of China, Japan, Mongolia, Tibet, and the
Far East generally. Recently a new de-
partment has been taken, and the Review now
gives papers on Trade, Commerce, and
Descriptive Notes of Travel by well-known
writers. It was thought that by extending
the scope of the Review in this direction,
the Magazine would be more generally useful.

The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
literature on China, etc., and to give
interesting and valuable sketches of the most
recent works on such topics. Authors and
Publishers are requested to forward works
to 'Editor, China Review, care of China
Mail Office.'

The Notes and Queries are still continued
and form an important means of obtaining
from and diffusing among students knowl-
edge on obscure points.

The Correspondents' column also affords
further and greater facility in the ex-
change of views and discussion of various
topics.

Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consulates, the Im-
perial Customs, and Hongkong Services,
and also by the Missionary bodies amongst
whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the
regular contributors are: Dr. Baumer,
Editor, Bremerhaven; and Mr. Professor
Legge, and Messrs. Baumer, Watson, Stent,
Phillips, McIntyre, Grant, James, Gibb,
Piton, and Taylor—all well-known names,
indicative of sound scholarship and thorough
mastery of their subject.

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OPINIONS OF THE PRESS.
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of interest to students in the Far East, and
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Merchant Vessels in Hongkong Harbour.

Arrivals of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, numbering as follows:

Green Island. Vessels near the Hongkong shore are marked 1., near the Kowloon shore 2., and those in the middle of the Harbour 3.

Shipping or midway between each shore are marked 4., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gun Works.
2. From Gun Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to the P. and O. Co.'s Office.
6. From P. and O. Co.'s Office to the P. and O. Co.'s Office.

Section.

7. From Naval Yard to the Gun Works.
8. From Blue Buildings to the Gun Works.
9. From Blue Buildings to the Gun Works.
10. From Blue Buildings to the Gun Works.
11. From Blue Buildings to the Gun Works.
12. From Blue Buildings to the Gun Works.

Vessel's Name.	Agent.	Flag and Rig.	Tonn.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers							
Agila	10	Christianian	Ger.	1666	Jan. 16	Siemssen & Co.	Yokohama
Albany	5	Porter	Brit.	1493	Jan. 16	Siemssen & Co.	Yokohama
Ancona	1	Webber	Brit.	3142	Jan. 16	P. & O. S. N. Co.	Yokohama
Arcton	1	Onion	Brit.	1392	Jan. 16	David Sassoon, Sons & Co.	Calcutta, &c.
Ava	5	Bonaparte	Fr.	2075	Jan. 16	Messageries Maritimes	Shanghai
Canzon	3	Brunner	Brit.	1111	Dec. 28	Jardine, Matheson & Co.	Swatow & Shanghai
Carabrooke	3	Cass	Brit.	973	Jan. 13	Morris & Ray	Swatow & Shanghai
China	3	Haye	Ger.	1081	Jan. 13	Chinese	Swatow & Shanghai
Deronhurst	3	Hutchinson	Dutch	1104	Jan. 13	Jardine, Matheson & Co.	Batavia, &c.
Fraser	3	Land	Den.	419	Jan. 17	Arnhold, Karberg & Co.	San Francisco
Gaelic	5	Paarme	Ger.	4905	Jan. 15	O. & S. N. Co.	Kobe
General Werder	1	Schneemann	Ger.	120	Jan. 18	Melchers & Co.	Coast Ports
Haioung	3	Ronch	Brit.	731	Jan. 16	Douglas Steamship Co.	Singapore
Independent	3	Schäfer	Ger.	871	Jan. 16	Wielers & Co.	Singapore
Kashgar	3	Land	Den.	1055	Jan. 16	P. & O. S. N. Co.	Swatow & Shanghai
Marie	3	Hundewaldt	Ger.	704	Jan. 14	A. B. Mary	Swatow & Shanghai
Melita	2	Marck	Ger.	339	Jan. 9	Wielers & Co.	Swatow & Shanghai
Metapedia	3	Blower	Brit.	1454	Jan. 18	Kasima Colliery Agency	Swatow & Shanghai
Nierstein	3	Bartels	Ger.	731	Jan. 16	Melchers & Co.	Swatow & Shanghai
Patrolia	3	Palford	Brit.	1385	Jan. 16	Butterfield & Swire	Shanghai
Pha China Chom Kien	3	Land	Den.	1011	Jan. 16	Van Fat Hong	Bangkok
Polythymia	3	Schäfer	Ger.	1083	Jan. 16	Siemssen & Co.	Hamburg
Taiyuan	3	Varia	Brit.	1469	Jan. 16	Butterfield & Swire	Shanghai
Triumph	3	Moos	Ger.	074	Dec. 21	Wielers & Co.	Swatow & Shanghai
Wyvern	3	Brotherton	Brit.	1107	Jan. 16	Wong Kee & Co.	Swatow & Shanghai
Yangtze	3	Tonningen	Ger.	814	Jan. 16	Siemssen & Co.	Swatow & Shanghai

Sailing Vessels

Vessel's Name.	Agent.	Flag and Rig.	Tonn.	Date of Departure.	Consignees or Agents.	Destination.	Remarks.
Augusta	3	Jensen	Ger.	473	Dec. 16	Edvard Schellhase & Co.	Yokohama
Bangale	3	Scott	Brit.	544	Jan. 17	Melchers & Co.	Yokohama
Coloma	3	Scott	Brit.	544	Jan. 17	Melchers & Co.	Yokohama
Ilwaco	3	Scott	Brit.	544	Jan. 17	Melchers & Co.	Yokohama
John Nicholson	3	Quinn	Brit.	683	Jan. 18	Captain	Yokohama
Kitty	3	Land	Den.	803	Jan. 8	Order	Yokohama
Sarah S. Ridgeway	3	Land	Den.	821	Dec. 29	J. Trading Co.	Yokohama
Turapaca	3	Land	Den.	492	Dec. 29	Gibb, Livingston & Co.	Yokohama

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Albatross	despatch-vessel	1700	4	5180	Com. R. Blair Macdonochie	Hongkong
Cookchafer	gunboat 2nd class	466	4	470	Lieut.-Com. Avarard Maxwell	Newchwang
Comanche	cruiser 3rd class	2380	14	2560	Capt. L. C. Keyel	Yokohama
Cordelia	cruiser 3rd class	2380	10	2420	Captain Henry P. Bogs	Yokohama
Esk	g.-b., 3rd class coast defence	363	3	240	—	In reserve
Espero	gunboat 2nd class	466	4	470	Lieut.-Com. Reginald Y. Smith	Amoy
Firebrand	gunboat 2nd class	466	4	466	Lieut.-Com. Denison	On a cruise
Horone	cruiser 3rd class	2420	8	1100	Captain Chas. J. Balfour	Shanghai
Indefatigable*	two-screw battle ship	6400	—	10,000	Captain William H. May	Yokohama
Leander	cruiser 3rd class	4300	10	5560	Captain J. A. Dundas	Hongkong
Linnet	gun-tesse 2nd class	756	5	1050	Commander W. Merrack	Hongkong
Merlin	gunboat 2nd class	450	4	480	Lieut.-Com. W. M. Maturin	Hongkong
Mutine	sloop	1130	10	1150	Commander J. H. Martin	Shanghai
Myrmidon	surveying ship	877	—	—	Captain C. P. Vereker	Hongkong
Orion	{ two-screw battle ship 2nd class armoured	4870	4	4040	Captain H. J. Carr	Singapore
Porpoise	cruiser	1750	6	3500	Commander E. W. White	Hongkong
Ramblar	surveying vessel	830	3	690	Commander W. U. Moore	Hongkong
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maill. Dougal	Hongkong
Sapphire	cruiser 3rd class	1970	12	2360	Captain W. C. Karlake	Singapore
Satellite	cruiser 3rd class	1620	8	1400	Captain T. P. W. Neaham	Yokohama
Sealark	torpedo mining launch	160	—	—	—	—
Swift	gun-vessel 2nd class	756	5	1010	Com. Richard Bingham	Sandakia
Torpedo Boat No. 35	—	95	—	—	—	In reserve
Torpedo Boat No. 36	—	95	—	—	—	In reserve
Twisted	g.-b. 3rd class coast defence	—	3	—	—	In reserve
Victor Emanuel	recruiting ship	6167	14	—	Commander Maxwell, A.D.O.	Hongkong
Wanderer	sloop	995	8	750	Commander Sep. A. Giffard	Singapore
Witruer	coast-defenceship, armoured	2760	4	1450	—	Hongkong